

Silver of Quality and Beauty

Unquestioned durability and exquisite design—the highest ideals in plated ware—are assured in spoons, forks, and fancy serving pieces bearing the renowned trade mark

1847 ROGERS BROS.

There are various makes of silver-plated tableware which are claimed to be "just as good," but, like all imitations, they lack the beauty and wearing quality identified with the original and genuine 1847 ROGERS BROS. ware, popularly known as "Silver Plate that Wears."

Sold by leading dealers everywhere. Send for catalogue "CL," showing all designs.
International Silver Co., Meriden, Conn.

NEW SALEM

(Delayed from last week.)

Frank James has moved to Livingston county and will run a sawmill next year.

Quite a bunch of our boys reported for work on the road Wednesday, but the rain drove them in.

James L. LaRue has been sick for the past week.

The Opossum crop seems to be a good one this season. Jim Mahan has 37 large fat ones in one pen.

Everybody is cleaning up his shot gun, getting ready for the birds November the 15th.

Lan Harpending and Elzie Wring, of Marion, spent Saturday night and Sunday in this section.

E. K. Summers has rented his farm to James Bass and will move to Marion for the benefit of the school.

Mrs. Fannie Davis, of St. Louis, Mo., is visiting her sister, Mrs. Mary Maan.

The Eagle Flour Co.'s, mines on the Union Hill place, reports the richest strike of the district. Austin G. G., the superintendent in charge, reports one shot that broke 90 tons of fine spar. Some shot, that was, was.

Andrew Wheeler has purchased a farm near Mexico and will move to it soon. Cecil Watson, of Carversville, will move where Mr. Wheeler lives.

This is the candidates' last week and they are candidly going home.

Ben Howard, of Leno, Wyo., who has been visiting his parents, Mr. and Mrs. F. Howard, has returned home.

Prayer meeting at New Salem every Saturday night.

Active at Seventy
Many people at seventy attribute their good health to SCOTT'S EMULSION because its concentrated nourishment creates permanent body-power, and because it is devoid of drugs or stimulants.
Scott & Bowne, Bloomfield, N. J. 13-22

REPTON.

(Delayed from last week.)

Rev. Hyde has just closed a two weeks' meeting in our town. It resulted in a large number of converts and additions to the church.

So far, not a single clew has been found that could throw any light upon the mysterious robbery of Ed Perry's store. Mr. Perry has the sympathy of the entire neighborhood in this ill fortune.

Joseph Foster was in the Rosebud vicinity Friday on business.

The Howerton boys have gone back to the bottoms to gather their crop.

Fiony Moore, of Madisonville, has

moved into his new home near Mattoon.

Several of our young people are attending Sugar Grove meeting.

Willie Brown, of Shady Grove, was here Thursday.

Miss Elva Roberts left Saturday for Oakman, Okla., where she will begin work Monday as principal of that school. Miss Elva holds down a \$90.00 position there. For years she was one of the best teachers in this county and we find that the West has recognized her ability in the educational field. She was accompanied by the Misses Duvall, who will spend the winter there teaching.

Electric Bitters

Made A New Man Of Him.

"I was suffering from pain in my stomach, head and back," writes H. A. Raleigh, N. C., "and my liver and kidneys did not work right, but four bottles of Electric Bitters made me feel like a new man."
PRICE 50 CTS. AT ALL DRUG STORES.

Administrators Notice.

All persons holding claims against Mrs. Polk Langsdon Green dec'd will present them to me, properly proven, on or before Nov. 10th, or be forever barred. Those knowing themselves indebted to the deceased will come forward promptly and settle.

U. G. HUGHES,
Admr.

A TEXAS WONDER

The Texas Wonder cures Kidney and Bladder Troubles, removing gravel, cures diabetes, weak and lame backs, rheumatism and all irregularities of kidneys and bladder in both men and women. Regulates bladder troubles in children. If not sold by your druggist, will be sent by mail on receipt of \$1.00. One small bottle is two months' treatment, and seldom fails to perfect a cure. Send for testimonials from this and other states. DR. E. W. HALL, 2926 Olive street, St. Louis, Mo. Sold by druggists.

For Sale.

Near Caldwell Springs, a farm of 80 acres, 4 room house, tobacco barn and stable; well fenced and watered; 10 acres timber, balance tilable.

CHAS. RALSTON,
Fredonia, Ky.

PASSING of the PANAMA RAILWAY

E. W. PICKARD



CULEBRA CUT from the RAILWAY

Colon, C. Z.—With the completion of the Panama canal the importance of the Panama railway will decline almost to the vanishing point.

For nearly sixty years this railway has been carrying people and freight from ocean to ocean. Though only 47 miles long, it has been, for certain periods, one of the most important and most interesting railroad lines in the world. During the building of the canal, under the ownership of the United States, it has become one of the best equipped and most efficient of railways. It has given great help in the construction of the canal that will prove its virtual death.

The finding of gold in California was the cause of the building of the Panama railroad. For long years before the wild rush of argonauts in 1849 the isthmus was almost forgotten by the civilized world, but when the yellow metal was discovered on the west coast it became once more a great trade route. In order to avoid the long trip across the plains in "prairie schooners," thousands of gold-seekers went by boat to Chagres, up the Chagres river to Gorgona or Cruces and thence over the old Spanish road to Panama. This, too, was a long route and in the rainy season a painful and dangerous one because of the prevalence of disease.

To the rescue of the gold hunters came three bold Americans, W. H. Aspinwall, Henry Chauncey and John L. Stevens. In 1848 these men had asked the government of New Granada for a concession for the road, and in 1850 Stevens obtained it at Bogota. The Pacific terminus could not be otherwise than at Panama, but at first the harbor of Porto Bello was selected for the Atlantic terminus. However, a New York speculator spoiled this plan by buying up all the land about the harbor and holding it at a very high price, so Navy Bay was chosen instead.

When work on the line was begun in May, 1850, there was no celebration, no turning of the first spadeful of earth with a golden shovel.

Two Americans with a gang of Indians landed on Manzanillo Island, now the site of the city of Colon, then a desolate, uninhabited spot, and began the tremendous task of clearing the route through the dense jungle. The surveying party suffered intensely, for the land was so swampy and so infested with malaria and yellow fever bearing mosquitoes that they were compelled to sleep aboard a ship. Much of the time they carried their lunches tied on their heads and ate them standing waist-deep in the water.

The efforts of the company to obtain laborers were attended by a terrible tragedy. Eight hundred Chinese were brought over from Hong Kong, but within a week of their landing scores of them died. Oplum was given the survivors and for a short time checked the ravages of disease. But the supply of the drug was shut off on account of its cost, and again the deaths became numerous. The poor Orientals in despair began to commit suicide, some by hanging, others by impalement, while some deliberately sat down upon the seashore and waited for the rising tide to overwhelm them. In a few weeks scarce two hundred were left, and these, broken in health and spirits, were sent to Jamaica.

Another shipload of laborers, this time from Ireland, met no better fate, for nearly every man died.

The material difficulties that confronted the railway builders are thus summarized by Tomes in his "Panama in 1855": "The isthmus did not supply a single resource necessary for the undertaking. Not only the capital, skill and enterprise, but the labor, the wood and iron, the daily food, the clothing, the roof to cover and the instruments to work with came from abroad. . . . Most of the material used for the construction of the road was brought from vast distances. Although the country abounded in forests, it was found necessary, from the expense of labor and the want of routes of communication, to send the timber, for the most part, from the United States, and not only were the rails, to a considerable extent, laid on American pine, but the bridges, and the houses and workshops of the various settlements were of the same wood, all fashioned in Maine and Georgia. The metal work, the rails, the locomotives and the tools were brought either from England or the United States. The daily food of the laborers, even, came from a New York market."

The first section of the road was laid through a mangrove swamp in which no bottom was found, the tracks being floated on an immense pontoon. By October, 1851, eight miles had been completed, and solid ground was reached at Gatun. Lack of funds now began to hamper the builders. In-

vestors in the states had become discouraged and the cost of labor had advanced. But a hurricane came to the rescue. Two ships loaded with gold-seekers were forced to anchor near Manzanillo Island and the passengers paid the company a handsome sum to carry them to Gatun in work cars. The news that the road had carried more than a thousand passengers reached New York and funds again flowed into the coffers of the company.

As the work progressed passengers were hauled longer and longer distances and before the line was completed the receipts from passengers and freight were considerably above \$2,000,000. The last rails were laid the night of January 27, 1855, and the next day the first train passed clear across the isthmus from the Atlantic to the Pacific. The entire cost of the road up to December 31, 1855, had been something less than \$8,600,000 and its gross earnings in the same time were a little more than that sum.

The rate across the isthmus was put at \$25 gold, being intended to be to a certain extent prohibitive until they could get things into good running order, but so great was the volume of travel that the rate was not reduced for more than twenty years. Soon after its opening the road began to declare 24 per cent. dividends, and at one time its stock went up to 350.

In the '60's the company fell on hard times. It lost much of its freight traffic, was held up by the politicians in Bogota and then suffered by the completion of the Union Pacific railroad. Next Russell Sage and others like him got control of the directorate and wrecked the road. When de Lesseps came over to dig a canal his company bought up the stock and used the road to help in its work.

Then in 1904 the United States bought out the French company and also acquired the railway and so it became the first American road to be owned by the government. So economically and efficiently has it been conducted since then that it is cited as an argument for the government ownership of all our railways.

The building of the canal and especially the creation of the artificial Gatun lake made necessary the relocation of the Panama railroad along most of its route. The old roadbed now is under water for much of the way, the old line still in use being only about seven miles in length, from Colon to Mindi and from Corozal to Panama. From Gatun the road runs east until it is four and a half miles from the canal, and then south again on great embankments across the Gatun valley.

Along this stretch passengers obtain an unusual view. Because of the construction of the Gatun dam across the channel of the Chagres river, the Chagres valley and all its tributary valleys have been converted into a lake with an area of about 164 square miles. The Gatun valley is one of these drowned arms and as the train crosses, wide stretches of water are to be seen on both sides of the track. Down below the surface are still visible the tops of giant trees that have been killed by submergence, and along the edges of the lake the tallest and hardest of the trees reach their dead limbs above the waters. Here and there is a pretty little island that not long ago was the summit of a hill, and the shore line is most picturesquely broken up by capes, peninsulas and bays.

From Monte Lirio the line skirts the shore of the lake to the beginning of the Culebra cut at Bas Obispo. Originally it was intended to carry the railroad through the Culebra cut on a 40-foot beam along the east side, ten feet above water level, but this plan was knocked out by the slides and breaks. The line was carried around Gold Hill to a distance of two miles from the canal until it reached the Pedro Miguel valley, down which it runs to Panama and the canal again. Thence it runs almost parallel with the channel to Panama. There are two big steel bridges on the line. One, near Monte Lirio, has a center lift span to permit access to the upper arm of Gatun lake; the other, a quarter of a mile long, across the Chagres river at Gamboa. The total cost of building the new line of the railway was \$8,866,392. In addition, a large sum has been expended in increasing the terminal facilities.

Of course, even after the canal is opened, the railway will have a good deal of business, transporting people and goods between Colon and Panama, and serving the needs of the operating forces of the canal. But its days of glory have departed, and J. A. Smith, the American who has been its efficient general superintendent, recognizing that fact, has resigned and returned to the states.

THE MARION BANK OF MARION, KY.

The first Bank in Crittenden County, organized in 1887. That was 26 years ago. In all these years it has proven as solid as the rock of Gibraltar. Capital \$20,000.00, Surplus \$20,000.00 and Undivided profits \$5,000.00. Total \$45,000.

We realize the right of the General Public to know about a Bank where deposits are received and kept and therefore we set forth a few reasons why this Bank is substantial.

- FIRST. We carry Fire and Lightning Insurance which protects our property.
- SECOND. We carry Cyclone, Tornado and Windstorm Insurance which further protects our property.
- THIRD. We carry Burglary Insurance which protects the property and the money on hand and punishes the guilty Burglar with such a relentless hand, that only a few of the most daring will undertake to rob a Bank protected by a Burglary policy.
- FOURTH. NOW TO MAKE ASSURANCE DOUBLY SURE. We carry Fidelity Bond Insurance which protects the assets of this Bank and insures the faithful integrity of all the employees. This Fidelity policy is written in a Company backed by assets of Ninety Nine Million Four Hundred and Sixty Six Thousand Dollars, (\$99,466,000.) We will take pleasure in verifying these statements or giving any information in our power. We offer every assistance compatible with sound banking methods. Call and see us.

J. W. Blue, President.
C. S. Nunn, Director.
H. K. Woods, Director.
W. J. Deboe, Director.
Samuel Gugenheim, Vice President and Director.

T. J. Yandell, Cashier.
D. Woods, Asst. Cashier.
J. V. Threlkeld, Asst. Cash.
J. V. Hayden, Vice Pres.

Smithland Kicking.

Paducah, Ky., Oct. 27.—The people of Smithland, Ky., are considerably wrought over the tearing away of the dike at the head of Green's Island, opposite Smithland, by government engineers. The waters of the deep channel now flowing through on the Smithland side will, through the work, be diverted to the Illinois side, leaving Smithland high and dry at some seasons of year. The change is being made at the urgent request of coal shippers in order to shorten their haul from the upper Kentucky mines.

ought be able to answer this one.

Miss Stella Wynn spent Tuesday with Mesdames Lilly Hughes and Byrdie Wilson.

Mr. and Mrs. W. A. Newcom were in Weston Friday trading.

Adam Robinson and family, of Illinois, are the guests of his brother, Ira, this week.

Mr. and Mrs. Ves Newcom were here Saturday trading.

Buddie Daniel was in our little city Saturday.

W. E. Curry and W. M. Rudd, the tie men, chartered the little boat Ollie James, Thursday, and went to Saline river to take up ties.

Misses Edna and Glena Rankin were in Weston shopping Saturday.

J. W. Gahagen was in Caseyville Friday on business.

J. L. Collins was the guest of his daughter, Mrs. Maude Thorne, Sunday.

Lonzo Carrack was in Weston Saturday.

Clyde Dillard was the guest of Charley Cain Sunday.

Mr. and Mrs. O. M. Crisp spent Sunday with her parents, Mr. and Mrs. J. W. Bennett.

Mr. and Mrs. Henry Mayes, of Curlew, Ky., spent a few days last week with relatives at this place.

—LITTLE PANSY.

For Weakness and Loss of Appetite
The Old Standard general strengthening tonic, GROVE'S TASTELESS CHILI TONIC, drives out Malaria and builds up the system. A true tonic and sure Appetizer. For adults and children. See

RODNEY

(Delayed from last week.)

A few of our boys went out on the road Wednesday, but on account of the rain they did not get to do much work.

Protracted meeting is in progress at Rosebud church conducted by Rev. Wheeler.

Frank Burton, of the Mattoon vicinity, was here Tuesday.

Shredding corn has been the order of the day around here.

Miss Beulah Nation spent Tuesday night the guest of Mrs. Edna Truitt.

E. M. Gahagen and cousin, Miss Mabel Nunn, visited in Marion Sunday.

Willis Borups and family, of Morganfield, were guests of Mrs. Vina Phelps several days last week.

Mrs. Della Hughes, of the Cottage Grove neighborhood, was the guest of Mrs. Mary Nunn Saturday night.

Summer Newcom's child is very sick.

—RAMBLER.

CONSTIPATION
Indigestion, Bad Breath, Dizziness, Vertigo (blind staggers), Headache, Sallow Complexion, A Tired, Discouraged Feeling are all symptoms of a Torpid Liver.

HERBINE
Is an Effective Liver Tonic and Bowel Regulator.

Its powerful reviving influence on the torpid liver brings on an immediate improvement. You feel better at once. The bowels move freely so that the impurities which have clogged up the digestive organs find an outlet. When the system has been thus purified, the bilious, half sick feeling disappears, the complexion clears, the breath becomes sweet, the mind alert and cheerful and there is a fine feeling of exhilaration all through the body.

Price 50c per Bottle.
James F. Ballard, Prop. St. Louis, Mo.
Use Stephens Eye Salve for Sore Eyes. It Cures.

SOLD AND RECOMMENDED BY
James H. Orme
Haynes & Taylor.

WESTON

(delayed from last week.)

We are having a right smart of rain in this vicinity at present.

W. T. Wynn attended a birthday dinner at the home of his father, T. A. Wynn, at Cave-in-Rock Thursday.

Mrs. J. L. Hughes is on the sick list.

Hello, Rambler, here is your answer to your question you asked me last week: Ans.—"When 'U' and 'I' are one," ha! ha! Please answer this one for me. "Why is an old bachelor always in the right?" Rambler you

PILES CURED WITHOUT THE KNIFE
Protruding Piles, Itching Piles, Bleeding Piles, Painless Piles and all diseases of the Rectum CURED under a positive GUARANTEE.

YOU PAY NOTHING UNTIL CURED. My treatment is mild, absolutely reliable and permanent. Write to or call and see the parties whose names I publish in this advertisement, they live in your, or adjoining County. I cured THEM and can cure YOU.

W. W. MEADOWS, Fulton, Kentucky
J. H. HOGG, Fulton, Kentucky
S. M. VALENTINE, Fulton, Kentucky
C. J. GRESHAM, Paducah, Kentucky
J. W. BISHOP, Owensboro, Kentucky

SEND FOR MY 172 PAGE FREE BOOK for men and boys so page book not women. I will send them to you free and postage paid. These books contain much information of great value to anyone afflicted with piles or any form of rectal trouble, and hundreds of testimonial letters. Whether you take treatment or not you are welcome to both books. Write today—it will pay you.

SPECIALTY
M. NEY SMITH, M. D.,
P. O. BOX 1778 B. OLIVE ST.
ST. LOUIS, MO.

At last we have a razor good enough to Guarantee for Life

Shumate's Tungsten \$2.75

Shaves and shaves to fit any face and adapted to any beard.

FOR SALE BY
S. H. Matthews.